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Sailors Magazine



and
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SEAMEN'S FRIEND

AMERICAN SEAMEN'S FRIEND SOCIETY.

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THE SOCIETY'S PERIODICALS.

THE SAILORS' MAGAZINE, besides articles on the sea, ships and seamen, represents the work of the AMERICAN SEAMEN'S FRIEND SOCIETY and more briefly of kindred societies.

The Magazine is sent to single subscribers for One Dollar a year, payable in advance.

Persons ordering a change in the direction of the Magazine should always give both the old and new address, in full.

THE LIFE BOAT, an eight-page monthly paper, represents in Sunday Schools the Loan Library work of the Society. Sunday Schools contributing \$20 for a loan library receive fifty copies monthly for one year, postage prepaid.

THE SEAMEN'S FRIEND, containing matter suitable for seamen, is issued quarterly and distributed gratuitously among them. It is supplied to similar societies at the rate of one dollar per hundred.

Provided a request is sent annually for the SAILORS' MAGAZINE, it will be forwarded gratuitously to Life Directors, Life Members and pastors of churches in which a yearly collection is taken for the Society.

It will also, upon application, be sent for one year to any one contributing at least Twenty Dollars for the general objects of the Society, or to endow a Loan Library.

It is necessary that all receivers of the Magazine, gratuitously, should give annual notice of their desire for its continuance.

REMITTANCES.

Remittances for the AMERICAN SEAMEN'S FRIEND SOCIETY, in payment of subscriptions to the SAILORS' MAGAZINE, or for any other purpose, should be sent to No. 76 Wall Street, New York City, by P. O. Money Order, or check, or draft on New York, to the order of WILLIAM C. STURGEON, Treasurer, or money may be enclosed in a registered letter. Postmasters are now obliged to register letters at ten cents each, when requested. If acknowledgments of remittances are not received by return mail, the Treasurer should be notified at once.

LIFE MEMBERS AND DIRECTORS.

The payment of Five Dollars makes an Annual Member of the Society, and of Thirty Dollars a one time a Life Member. The payment of One Hundred Dollars at one time makes a Life Director.

FORM OF A BEQUEST.

"I give and bequeath to the AMERICAN SEAMEN'S FRIEND SOCIETY, incorporated by the Legislature of New York, in the year 1833, the sum of \$_____, to be applied to the charitable uses and purposes of the said Society."

Three witnesses should certify at the end of the will, over their signatures, to the following formalities, which, in the formation of the will, should be strictly observed:

1st. That the testator subscribed (or acknowledged the subscription of) the will in their presence.—2nd. That he, at the same time, declared to them that it was his last will and testament.—3rd. That they, the witnesses, then and there, in his presence, and at his request, and in presence of each other, signed their names thereto, as witnesses.

SAILORS' THE MACAZINE AND SEAMEN'S FRIEND



Vol. 72,

AUGUST, 1900.

No. 8.

For The Sailors' Magazine.

SING ME A LULLABY, DARK ROLLING SEA.

Sing me a lullaby, dark rolling sea,
Waft me in dreams far away from the shore,
Oft thou hast been as a mother to me,
Rock me to rest on thy bosom once more.

When I was weary with sorrow and pain,
Broken in spirit and burdened with care,
Came thy kind mother-heart's soothing refrain,
Lifting me up from the gloom of despair.
Fair is the land of the myrtle and palm,
Sweet is the breath of the woodbine and pine,
Dearer to me is thy life-giving balm,
Scenting the breeze with the odor of brine.

Far have I roamed over mountain and plain,
Oft have I lingered o'er scenes fair to see;
But old love is true love, and absence is pain,
Nowhere is home that is distant from thee.
And when the stormy winds rushing afar
Over the forest and unsalted sea
Sound like a mimicry of thy wild war,
Then my heart thrills with a longing for thee.

Sing me a lullaby, dark rolling sea,
Waft me in dreams far away from the shore,
Oft hast thou been as a mother to me,
Rock me to rest on thy bosom once more.

GEORGE TAYLOR.

THE STRANDED SHIP.

*Take me out, sink me deep in the green profound,
To sway with the long weed, swing with the drowned,
Where the change of the soft tide makes no sound,
Far below the keels of the outward bound.*

Far up the lonely strand the storm had lifted her,
And now along her keel the merry tides make stir
No more; the running waves that sparkled at her prow
Seethe to the chains and sing no more with laughter now.
No more the clean sea-furrow follows her; no more
To the hum of her gallant tackle the hale Nor'westers roar.
No more her bulwarks journey; for the only boon they crave
Is the guerdon of all good ships and true, the boon of a deep-sea grave.
No more she mounts the circles from Fundy to the Horn,
From Cuba to the Cape runs down the tropic morn,
Explores the vast Uncharted where great bergs ride in ranks,
Nor shouts a broad "Ahoy" to the dories on the Banks.
No more she races freights to Zanzibar and back,
Nor creeps where the fog lies blind along the liners' track.
No more she dares the cyclone's disastrous core of calm,
To greet across the drooping wave the amber isles of palm.
Amid her trafficking peers, the wind-wise, journeyed ships,
At the black wharves no more nor at the weedy slips
She comes to port with cargo from many a storied clime.
No more to the rough-throat chantey her windlass creaks in time,
No more she loads for London with spices from Ceylon—
With white spruce deals and wheat and apples from St. John;
No more from Pernambuco with coffee bales—no more
With hides from Buenos Ayres she clears for Baltimore.
Wan with the slow vicissitudes of rain and wind and sun,
How grieves her deck for the shipmen whose hearty brawls are done.
Only the wandering gull brings word of the open wave,
With shrill scream at her taffrail deriding her alien grave.
Around the keel that raced the dolphin and the shark
Only the sand-wren twitters from barren dawn till dark;
And all the long, blank noon the blank sand chafes and mars
The prow once swift to follow the lure of the dancing stars.
And when the winds are low, and when the tides are still,
And the round moon rises inland, over the naked hill,
And o'er her parching seams the dry cloud-shadows pass,
And dry along the land-rim lie the shadows of thin grass,
Then aches her soul with longing to launch and sink away
Where the fine silts lift and settle, the sea-things drift and stray,
To make the port of Last Desire and slumber with her peers
In the tide-wash rocking softly through the nunumbered years.

*Take me out, sink me deep in the green profound,
To sway with the long weed, swing with the drowned,
Where the change of the soft tide makes no sound,
Far below the keels of the outward bound.*

CHARLES G. D. ROBERTS, in *The Saturday Evening Post*.

EDITORIAL PARAGRAPHS.

MR. PASSMORE EDWARDS has been in the habit of making many and various gifts to English cities, and his benevolent spirit has not forgotten, as many most charitable men do forget, the men of the sea. He has promised to build in London a headquarters for the British and Foreign Sailors' Society, to be called "The Sailors' Palace." In the new building will be the Society's offices, a temperance restaurant, reading rooms and meeting rooms furnished by several nations for their own sailors, a room for libraries and literature for ships' use, a room for the Bethel Union Association of Christian Shipmasters, a large hall for public meetings, quarters for the resident missionary and his assistants, a room for teaching navigation, and a few rooms for the temporary entertainment of apprentices, officers and sailors from foreign ports. In receiving this gift, the British and Foreign Sailors' Society will make the effort to procure an endowment fund in order to secure its unimpeded usefulness. To this end Mr. FRANK T. BULLEN, the author of the *Cruise of the Cachalot*, will prepare a little book exploiting the enterprise from a sailor's point of view.

Besides offering to the British and Foreign Sailors' Society our warmest congratulations on its coming into possession of a suitable and permanent headquarters for its work, and to its secretary, the Rev. E. W. MATTHEWS, on his having an office where he can see the workers among seamen and be seen by them, we would offer a suggestion to the liberal-minded on this side of the sea; First, to the liberal men and women in New York, large givers with large hearts, proved to be such by many gifts to the various needs of landsmen; look at the sailors in this great city; calculate the value of its commerce and the dependence of commerce on their loyalty to the ship in the face of danger to health and life; dwell in thought on the trite statement that these men for a bare living give up society, family and church; their home at sea the forecastle, ashore the proverbial sailors' boarding house; and let your hearts be moved with compassion. Emulate the example of PASSMORE EDWARDS; give this Society an endowment for its general work; an endowment for its work in behalf of the shipwrecked and destitute; a headquarters building for all its varied activities; and give to the New York Port Society a new Mariners' Church with ample rooms for its work among seamen of several nationalities. It is predicted that New York is to become the greatest port in the world. No one ventures to predict that seamen will ever do more than win a scanty living as the reward of their toils, exposures and sacrifices. Let New York become renowned for its care of the sailors who man the world's ships, the care of their bodies,

minds and souls ; and, instead of deplored the paucity of American seamen, rejoice in the opportunity of helping the men of many nations in every ship and every port.

What is said to New York is said to every other port. Let the givers in these ports consider the needs of seamen and of the societies which serve them. In most of them no princely sum is needed to give them a building suited to plain men intent on the best work. If givers of money will but study the situation, their money will be given.

WITHOUT committing the SAILORS' MAGAZINE to all the views expressed in the article on another page entitled "American Shipping," it is believed that its readers will be deeply interested in the facts presented by it. Dry docks, naval expansion, new applications of electricity, ship building, ship yards, tramp steamers, &c., &c., testify to the "immense strides" now making in the naval and mercantile marine. There is "a mad rush for wealth," and the ocean highways are bound to witness fierce competitions in trade, but not even short steps are taken to care for the moral character of the men without whom the "immense strides" cannot be taken. Lawful pride may be felt in legitimate enterprise, but the pride would be more purely patriotic if material enterprise took some account of the character and comfort of the men who stoke fires, manage motors, set sails, and fight the winds in the interest of property and passengers. All the more need is there of the work of this Society and its allies the world over, but the captains of the ocean industries, if they cannot directly attack the problem of the personal element in this question, will do well to second the efforts of these societies to solve it by the religious and humane agencies hitherto found to be efficient. Let us see some "immense strides" in this direction.

THE Seventy-second Annual Report is now ready, and free copies will be mailed on application to this office, 76 Wall Street.

HONOLULU and Manila are calling for aid. In both ports vessels and crews are increasing, and in both it is deemed important to begin a work among seamen. Father DAMON sailed for Honolulu on March 10, 1842, and made for many years a fine record for devoted service as the chaplain of this Society in that port. His son, who is there doing an excellent work among the Chinese, thinks the time has come for a revival of formal work by this Society, and in this he is corroborated by Mr. A. F. COOKE, a son of one of the early missionaries, who has

given largely of his own means to sustain work among seamen, in addition to work done by the Salvation Army and the Peniel Mission. Mr. DAMON says "Honolulu is to be one of the great ports of call and a great rendezvous for seamen."

Manila is a growing port and calls especially for American sympathy and aid.

This Society needs enlarged means for an enlarged work. Give it the money and it will get the men to do the work.

MR. STAFFORD WRIGHT, of the Seamen's Christian Association, New York, took a voyage to Liverpool on June 14, and took with him by medical advice his little son, five years old. The dear boy died on June 24 and was buried at sea. The White Star line, for which Mr. WRIGHT has done much in furnishing them seamen without cost to the company or to the men, treated Mr. WRIGHT as its guest in the most courteous manner. Mr. and Mrs. WRIGHT will receive the sympathy of their fellow workers among seamen.

IT is our sad duty to announce that the Rev. THOS. REES, of Seattle, who has been the Society's chaplain at Seattle since January 1, 1888, has had a serious break in his health and has retired from the work temporarily, perhaps permanently. Every month he reported his work, and few months passed of all his extended service without a record of conversions. The Rev. R. S. STUBBS, who has known Mr. REES about forty years, writes that he had worked beyond his strength. His reports always indicated enthusiasm and a passion for soul saving. ROGER S. GREENE, Esq., the president of the Seattle Seamen's Friend Society, writes of "the great usefulness of our beloved and venerated fellow-laborer, chaplain REES." A great throng of saved men will hereafter regard this good man as the Shepherd's voice to call them into the true fold.

WE gratefully acknowledge the receipt of twenty-two comfort bags, fifteen from the Junior Christian Endeavor Society of the First Congregational Church of Montclair, N. J., and seven from the Woman's Christian Temperance Union of Ulster County, N. Y.; packages of papers from Mr. NATHANIEL L. TERRY and Mrs. MARY D. HOWELLS, of New York City; box of magazines and papers from D. B. NEVINS, of East Orange, N. J., and a box of papers from an unknown donor.

LOAN LIBRARIES. The master of the schooner *Velma* writes of No. 9,079:

Put on board September, 1897, it has been read with pleasure and, I think, profit, both by myself and crew, and when lying in harbor on the New England coast in long winter evenings it has been a pleasure and profit to us. The *Velma* was wrecked on Nantucket Shoals in the fall of 1899, and said library washed overboard and lost. I thank you for the library. May your libraries be the means of saving many poor lost sailors. Yours in Christ.

The master of the ship *Mary L. Burrill* writes of No. 10,326 :

Having had one of your libraries during the last four years I can assure you it was a great satisfaction to me and a benefit to the crew. I am pleased to state there has been another one sent to the ship and I anticipate great pleasure in reading it.

The son of the captain of the brig *Venturer* writes of No. 10,430 :
The library was appreciated by all. Thanking the Society.

The master of the bark *Kate F. Troop* writes of No. 10,476 :
Thanking you very kindly for your interest for the welfare of mariners.

The master of the bark *Luarca* writes of No. 10,631 :

I take pleasure in stating that I think your libraries are composed of first class reading matter and help to pass many lonely hours for those on board ship.

For The Sailors' Magazine.

ADDRESS AT THE FUNERAL
OF
ADMIRAL JOHN W. PHILIP.
BY THE REV. WILTON MERLE SMITH, D.D.

A cadet at the Y. M. C. A. meeting at Annapolis last May spoke of the helpfulness of knowing that there were Christians among the Navy officers. "If they can be Christians," he said, "we can be too." He mentioned no names, but no doubt Admiral PHILIP was one of those in his mind. Only a few days before his death the Secretary of this Society talked with him in regard to its work in the Navy Yard. He urged the speedy appointment of a successor to the Rev. G. B. CUTLER, and seemed to have at heart the religious welfare of naval seamen, as indeed he had at heart Sunday School work and missions in general. Because Dr. MERLE SMITH's address brings out the Christian character of this distinguished sailor, it finds a fitting place in the SAILORS' MAGAZINE. ED.

Fortunate and happy the nation whose heroes hold up before the people character and life which will bear the most searching tests. The youth in any land must ever retain the impress of influences either for good or evil which emanate from conspicuous leaders. Hero

worship lives to-day as it has always lived. And when the ideals of young manhood find seeming embodiment in the life of some of the nation's heroes, the silent influence of such a man becomes a constraining, mighty power to shape and fashion character. Napoleon, selfish, with insatiate greed and lust for power, debased for a century the ideals of France. Wellington in his devotion to duty, his silent heroism, his noble character as a man, uplifted immeasurably the very life of England.

This thought is the key of all that I want to say to-day of this strong, noble man whom God has taken. His life and character have been and will ever be contributing forces to lift men's ideals of living to a higher plane. Framed as this life is in the splendor of heroic achievements, it constitutes a picture of truest living which will have incalculable power over the hearts of the young manhood of this land. The most powerful uplifting influence that can touch a nation's life is noble and God-like character exemplified in its heroes and leaders.

I need hardly speak to this company of Admiral Philip as an officer. You knew him far better than I. Suffice to say there is no stain upon his record. It is one long history of duty nobly and fearlessly done. Skill and faithfulness in every branch of the service were characteristic of his work. As a navigator he was unsurpassed. As a disciplinarian men loved him and trusted him implicitly. One of your battleships named the Hoodoo of the Navy, he by his skill, his knowledge of smallest details, his splendid captaincy, his personal popularity, rechristened, until now it holds first rank in the affections of officers and men. And the splendid record of the *Texas*, with its magnificent gunnery and its all around efficiency, will be imperishably associated in history with the renown and glory of its fighting captain. A single word describes Admiral Philip's official life—devotion to duty. Whatever he turned his hand to displayed his remarkable efficiency. He cared little for praise. He never courted popularity. He despised the pulls and the influences others deemed necessary for advancement, and was content silently and inconspicuously to do his duty. Instead of groaning under the burden of routine he threw his heart and soul into it. Every ship, or navy yard, or station of any kind he filled felt at once the thoroughness of his touch. The man was duty incarnate. And the hidden things, unnecessary things, were attended to with the same scrupulous sense of duty as the greater and more conspicuous things. It mattered little where his way led, whether to glory or to obscurity, he would do his duty. It was here he displayed his sterling qualities as a soldier. He had learned the soldier's greatest lesson, may I not say life's greatest lesson, the fol-

lowing faithfully of every known duty. There is no man in our public service surely to whom we can more fitly apply Tennyson's tribute to Wellington,

Let his great example stand
Colossal seen in every land,
To keep the statesman true, the soldier firm,
Till in all lands and through all human story
The path of duty be the way to glory.

But I love to think of Admiral Philip also as a man. As an officer he won men's admiration. As a man he won their love. The distinguishing feature of his character as a man was its all aroundness. It was a peculiar combination of a giant's courage and the tenderness of a woman. His courage was often tested : in the Civil War when the young officer was in fiercest battle time and again and at last was wounded in action ; in many trying and delicate experiences when protecting American interests in foreign lands during the long years of peace ; then at Santiago when the inspiring leadership of its captain sent the *Texas* into the hottest of the fray and made her guns contributing factors in all and a deciding factor in the destruction of at least one of the opposing fleet. But this picture is only the stern soldier side of a man who had underneath the coat of mail greater glories far of heart and soul. In the smoke of battle the finer sensibilities leap to expression. The *Oquendo* was sinking. The bursting of a magazine upon the ill-fated vessel called forth a cheer from the *Texas* tars. The fighting captain, relentless in battle, shows now his magnanimity in victory, "Don't cheer, boys, the poor devils are dying." What a touch of sympathy, what a revelation of a tender, noble heart. The London *Review* puts these words alongside of the dying words of England's hero, Nelson, "Kiss me, Hardy." But to us the words of the captain of the *Texas* in the beauty of their gentle tenderness are all incomparable.

¶ This incident is only one expression of the lovable side of John W. Philip. Why was it some of you have called him "the best loved man in the Navy ?" It was because there was something behind his courage, behind his efficiency as an officer, something in the very flavor of his manhood that drew out your love. You knew Jack Philip would cut off his right hand to help you. You knew he was true as steel, sincere and transparent as glass. You felt the power of his gentleness. You knew he was a man of magnificent heart. But, men of the Navy, you did not know the half of it. Only those in the home and nearest to him knew what it meant to have as the head of the home one whose gentleness made the home a heaven on earth. Allied

to his gentleness was his modesty. His popularity troubled him. He didn't know how to play the part of hero. He wanted always to escape and live his life quietly, inconspicuously, content with the approval of his own conscience. He was much averse to public speaking. It was to him the greatest kind of a cross. Nothing but a sense of duty could ever drive him to it. He was one of what Carlyle calls the world's great, silent men, men who silently think, silently write, silently meet their burdens, not claiming place or power or honor. "These," cries Carlyle, "are the salt of the earth." "Silence," he adds, "the great empire of silence; this alone is great. All else is small."

There is another side to his life which you men knew so well, which I have just hinted at. That was his genial friendship and readiness to help. His sympathies were keen and broad. The waif on the street drew out a kindly word, any suffering one an effort to help. His life seemed like the life of one whose great desire was to efface self and live for others. I find in these verses which you will let me read the very spirit of the life of our friend :

There are hermit souls that live withdrawn
In the place of their self-content;
There are souls, like stars, that dwell apart,
In a fellowless firmament;
There are pioneer souls that blaze their paths
Where highways never ran;
But let me live by the side of the road,
And be a friend to man.

I see from my house by the side of the road,
By the side of the highway of life,
The men who press with the ardor of hope,
The men who are faint with the strife.
But I turn not away from their smiles nor their tears,
Both parts of an infinite plan,
Let me live in my house by the side of the road,
And be a friend to man.

Let me live in my house by the side of the road,
Where the race of men go by;
They are good, they are bad, they are weak, they are strong,
Wise, foolish, and so am I,
Then why should I sit in the scorner's seat,
Or hurl the cynic's ban?
Let me live in my house by the side of the road,
And be a friend to man.

Will you let me speak finally of Admiral Philip as a man of God and a hero of faith. In 1885, when forty-five years of age, this man

in the city of San Francisco publicly confesses Jesus Christ as Lord by uniting with Plymouth Church, of which Dr. Webb was pastor. For years before he had been a Christian man. It has been my privilege to have in my possession for a day or two the Admiral's Bible. I have never seen one more marked and thumbed than his. The chapters most marked are the 14th of John and the 8th of Romans. In the former chapter every verse except three is marked. It was his custom to note the dates on the margin when he began either the Old or New Testament in his readings by course. I found twelve dates noted when he began to read the Old Testament, and thirty-four dates when he began to read the New. Many, many times he must have read the Bible from its beginning to its end. I find here the secret of his gentleness and power. A number of quotations are pasted carefully in his Bible. On the first page of the New Testament is pasted these words :

Put any burden upon me, only sustain me;
Send me anywhere, only go with me;
Sever any tie but this tie which binds me to
Thy service and Thy heart.

And upon the fly-leaf at the beginning of the Bible I find these lines heavily marked with the words "At Sea" written under them in his own hand :

Saviour, o'er life's troubled deep guide my helpless bark,
Though the billows round me sweep, though the night be dark,
Thou canst still the wildest sea, and Thy sleepless eye
Can discern the course for me and where dangers lie.

May I hear Thy voice of cheer when the tempests rave,
May I see Thy form appear walking on the wave,
May I feel that I'm secure, whereso'er I roam,
Hopeful, always joyful, sure that I shall reach my home.

The verse most heavily underscored in his Bible is the word of Jesus, " Whosoever therefore shall confess me before men him will I confess before my Father which is in heaven."

Though all public speech and public appearances were distasteful and a cross to Admiral Philip he nevertheless held himself ready to take up such a cross if he felt he could advance his Master's kingdom. Hence again and again he stood on church and Y. M. C. A. platforms "answering to his name" as he loved to call it, and testifying to his belief in Christ. In a few days he was to go to Minneapolis to speak for the Y. M. C. A. there. The practical nature of his Christian life is seen in his solicitude for the men under him. He felt there ought

to be a Y. M. C. A. building at the Navy Yard, and he worked unceasingly to make it possible, and he succeeded in interesting a noble Christian woman who has given \$300,000 to make his dream a reality. I think nothing in all his life gave Admiral Philip such unbounded satisfaction and happiness as this prospect of seeing the Navy Yard Y. M. C. A. magnificently housed and equipped, and the memory of his name and the name of the noble Christian woman who has made this dream possible will be enshrined in this noble work.

I need hardly speak of that memorable scene on the *Texas* at the close of that fierce battle two years ago. The roar of the guns had ceased, and the Spanish ships lay wrecked and vanquished on the reefs. In the silence which followed the men were called on deck and these memorable words burst from their captain's lips, "I wish to make public acknowledgment that I believe in God the Father Almighty, and I want you officers and men to lift your hats and from your hearts to offer silent thanks to Him." I know no finer scene in the history of our land. There is utter absence of self-consciousness here. Again and again he has said "I never dreamed it would get out." No posing for effect, but the simple outburst of love and thankfulness to God. Were there nothing else in this man's life which we knew, this alone would stamp it as unspeakably noble. The chaplain of the *Texas* followed him to his cabin, congratulated him upon such a stand and such a victory. The modest answer of this hero of faith was this, "Why, chaplain, I was sure of it when I went on the bridge; it has all been on account of prayer." "Such a stand as that on the deck of the *Texas*," said a prominent clergyman, "taken by a nation's honored hero, is worth more to the cause of Christ than the sermons of a hundred preachers."

Owen Meredith says:

"No star ever rose
Or set without influence somewhere. No life
Can be pure in its purpose and strong in its strife
And all life not be purer and stronger thereby."

Yes, and when the life is set in conspicuous history, glorious with deeds of valor and the glamour of victory, who shall measure the power of its influence? This land is rich to-day in the splendid achievements of this noble hero, rich in the picture of such a life hung up before the eyes of its youth, rich in every memory of this noble man. It is the nation's dead we reverence to-day. All that is selfish and mercetricious sinks and passes away, but the memory of heroes like this shall live forever in the nation's heart to bless and ennoble our land.

There is a mysterious reference in one of St. Paul's epistles to the practice of being baptized for the dead. It is supposed that sometimes in the early church when a young Christian who was under instruction suddenly died, before baptism had been administered, some friend might volunteer to receive baptism for him, and to carry out the work and mission which had been interrupted by the death. It is a beautiful thought that you and I to-day can perpetuate the beauty and glory and Christ-likeness of the life which God has taken. As we stand in the presence of our honored dead and before the memory of his noble life, who of us are willing now, in new purposes of truest living, to be baptized for the dead? Aye, baptized into the noble spirit, the Christlike living, the unfaltering service of this hero of faith? Surely this is the real lesson with which this brief life-review must close. Let our prayer ascend that many among the officers and men in the service he loved and honored, that many also of the young men of this land even to-day as they contemplate a noble and Christ-like life, may in some secret and sacred anointing be baptized for the dead.

AMERICAN SHIPPING.

The pride of the American people is centered to-day in its navy; to-morrow it will be centered in its merchant marine. The navy knocked loudly at the doors of oriental countries; it awakened the indifferent east to the acute realization of its existence; it gave the command for the world's attention. It threw off the modest robe of isolation and put on the brilliant garment of international prowess. It blotted out the past and wrote in the future. No impression could have been more indelible; the blow of a day will last for a thousand years. The American navy opened the doors of the world's commerce; the American merchant marine will keep them open.

The old condition can never return. Formerly when a consul left Washington he was imbued with the satisfying and wholesome

knowledge of the greatness of his country; when he reached the Pacific coast he gloried in the expanse of his national domain; but when he left its shores a subtle and intangible change took place in him. A sense of loneliness seized upon him, vague and undefined at first, but gradually developing into a settled conviction. When he arrived at the orient he became conscious that he was merely an individual; when he entered his consulate he became convinced that he was not even an individual of respectable size, and as for his country, why it was not even upon the map. The national atmosphere which he felt at home had wholly disappeared and his flag was nowhere to be seen. The diplomats of the insignificant principalities of Europe were received ahead of him. He became enveloped in a mingled feeling of bewild-

erment, humiliation and shame. This is not fancy; it is fact.

But how changed now. The east salutes the stars and stripes wherever it sees them and the American consul is treated with respect and deference, as becomes his station. He is received, as he should be, foremost among the nations of the earth. It is the heritage bestowed upon him by the American navy.

It is gratifying to observe that the present congress at its first session has provided for a substantial increase of the navy. The naval bill provides for the construction of two battleships, three armored cruisers and three protected cruisers. The battleships are to cost approximately, exclusive of armor and armament, \$3,000,000, the armored cruisers \$4,000,000, and the protected cruisers \$1,141,000 each. In addition there are yet to be laid down three battleships and three armored cruisers of the largest class, provided for in the act of March, 1899. The circulars outlining the general plan of these great warships are about to be submitted to the ship builders for proposals of construction. Contracts were awarded last fall for the construction of six protected cruisers, but only two of these have as yet been begun. All of these vessels are exclusive of some forty-three now building for the United States navy in various coast ship yards. The forty-nine vessels for which contracts have been let aggregate in price, exclusive of armor and armament, \$34,554,410. The program not yet contracted for will approximate in cost \$40,000,000. The one departure, revolutionary in its tendencies, is the purchase of the submarine torpedo boat *Holland* and the authorization of the

purchase of five more submarine boats like it from the Holland Submarine Torpedo Boat Co. This singular craft kept an even keel in diving and in making submerged runs and demonstrated the practicability of submarine navigation. What influence it will have upon the navy and naval warfare is problematical. It would seem to have a recognized place in harbor defense to make the entry of a port an impossibility and to make the blockading of it an extremely difficult undertaking.

With the addition of the new ships lately authorized by congress the regular United States navy will consist of 231 vessels. Add to this 84 auxiliary vessels and the total is 315, including all types from the first-class battleship to the converted tug. Of effective warships—battleships, armored and protected cruisers, gunboats, coast defense vessels, torpedo boats and torpedo boat destroyers—the United States has to-day in commission, in course of construction or authorized, 122 ships with a displacement of 413,525 tons. Germany has 220 ships of 410,805 tons displacement, while France, leading Germany, has 417 ships of 765,519 tons displacement. Great Britain, of course, leads all the navies with 506 vessels of 1,824,920 tons displacement.

The genius for innovation has led the navy to make some daring experiments. Since the last issue of the Blue Book the superimposed batteries of the *Kearsarge* have been tested and have demonstrated their ability to deliver a fearful concentration of fire without material shock to the ship or interference in the turrets. Structurally they are successful. What element of danger there may be in them during actual conflict is the

point on which experts may well afford to disagree. Would a well-placed shot cripple the turret and put the guns out of action? If so, what are the chances of such a shot? Does it compensate for the added arc and angle of fire? It is clear that if the chance is imminent a single turret is better than a double one, for with only a single turret out of action the ship has still considerable battery left.

The experiment of coaling the battleship *Massachusetts* from the collier *Marcellus* at sea was successful. The battleship was coaled while towing the collier at a rate of eight miles an hour, the coal being carried in 800 pound bags along a cable from the collier to the battleship. The experiments in wireless telegraphy demonstrated the feasibility of communication from ship to ship, the range of intelligible messages depending upon the height of the sprit upon the masthead. The elimination of interference when more than one message is sent is yet to be accomplished. It is possible for an enemy within the range of communication by also sending messages to entirely confuse the receiver. However, imperfect as it is, wireless telegraphy has a distinct field of usefulness.

Immense strides have been made in the application of electric driving power for auxiliary machinery. The cautious experiment of electrically-driven turret-turning machinery on the *Brooklyn*, of chain ammunition hoists on the *Puritan*, the system of blowers and exhausters on the *Wilmington* have all been grouped on the *Kearsarge* and *Kentucky*. These two battleships have more of their auxiliary machinery driven by electric power than any other warship afloat. Indeed the only limitation for its

employment to all auxiliary machinery is the time necessary to train the men to care for the electric plants. The battleships *Kearsarge* and *Kentucky* are lighted under peace and battle conditions by electricity; four search lights are operated; the Ardois signal set is operated for night signalling and also various means of interior communication within the ship, such as battle and range order indicators, electric propelling and steering engine telegraphs, revolution and helm angle indicators; truck lights and the ship's running lights are operated and also the portable diving lantern; the two turrets, containing the 8-inch and 13-inch guns are rotated, the 13-inch guns are elevated, ammunition hoisted for both 8-inch and 13-inch guns, rammers of 13-inch guns operated and special ventilation provided to blow gases out of bore of 8-inch and 13-inch guns; ten endless-chain ammunition hoists, two winch type of hoists, six deck winches and two winches of a compound geared type are moved by electricity. These battleships represent the intermediate stage between steam and electrically-driven auxiliary machinery. The use of electricity results in an economy of coal consumption.

Four new dry docks are under construction—at League Island, Portsmouth, Boston and Mare Island. The naval bill, passed at the last session of Congress, authorizes the construction of two more docks—one at Brooklyn and the other at Norfolk, at a cost of \$1,250,000 each.

So much for the navy, which after all is merely designed for the protection of that greater fleet—the merchant marine. The last report of the commissioner of navigation shows that the tonnage

operating under our coasting laws, 21,397 vessels of 4,015,992 gross tons, is the largest in our history, and is greater than the coasting tonnage of any other nation. Our steam tonnage, 2,476,011 tons, for the first time exceeds the tonnage of all other craft. In the rest of the world steam tonnage eleven years ago exceeded said tonnage. It is a pity that there is nothing encouraging to report of our foreign-going tonnage. Last year American vessels carried a fraction less than 9 per cent. of our exports and imports, the smallest percentage ever carried by them. It is quite clear that the American merchant marine cannot flourish in the foreign carrying trade against the financial encouragement given to the merchant marine of other nations. A bill has been introduced in the house by Mr. Payne and in the senate by Mr. Frye to remedy this condition. It provides for a maximum expenditure of \$9,000,000 per annum, the bulk of it to go to cargo carriers, according to the tonnage carried and distance traversed. The bill, fortified with unanswerable arguments in committee, was not placed on the calendar of either house or senate, and consequently is held over until the short session, which begins next December. There is reason to believe that the bill will be passed at the next session. It is necessary to the preservation of the American merchant marine in the foreign carrying trade. It is vital to the development of the markets for American goods abroad. The enormous producing capacity of the United States both agricultural and industrial, renders imperative the development of a foreign market. The work of a few months will supply the

home market; the surplus must be expended abroad, otherwise production must cease. A well-developed foreign market prevents stagnation at home. It is idle to say that the only persons who profit from ships are the ship builder and ship owner. They benefit the merchant and manufacturer as well. They find a market for the products of the factory and the field. True, our goods may reach foreign countries in other bottoms, but they are not pushed as well. The world belongs to the ocean carrier, and the United States should reap all the benefit of its vast export trade. To-day it only reaps a part of it.

The development in iron and steel ship building, which was noted in the last issue of the Blue Book, continues with unabated energy. New ship yards are springing up along the Atlantic and Pacific coasts. The New York Ship Building Co. is building a new plant at Camden, N. J., which will be one of the largest in the country. Work is being rushed and the company expects to bid for the new battleships and cruisers to be built by the United States navy. Ship construction will be begun there some time during the present year. At New London, Conn., the Eastern Ship Building Co. is erecting an immense plant. The works of this company are primarily established to build two cargo carriers for the Pacific trade for James J. Hill of the Great Northern Railway. These carriers will be of 34,000 tons and will exceed in size anything afloat. Something of their size may be appreciated when it is said that they will be bigger than the *Lusitania* and *Campania* put together and will have about five acres of deck space. As profit earning ca-

pacity and not speed is the end sought, they will be slow boats, designed for moderate coal consumption. The Wm. R. Trigg Co. of Richmond, Va., is adding extensively to its plant, being now engaged in an outlay of \$800,000 in improvements. The new equipment will make it one of the largest ship building plants on the Atlantic coast. The Fore River Engine Co. of Weymouth, Mass., one of the latest in the field, has grown so rapidly that it has just purchased sixty acres of land at Quincy Point, Mass., two miles from its present site, for a new plant. The Cramps at Philadelphia have extended their works by the purchase of an adjoining ship yard, and the Newport News Co. at Newport News, Va., is just completing a very large dry dock and other additions to its plant. A healthful sign is the appearance of the American "tramp" steamer, which, nomad though it be, is the sure forerunner of a reviving merchant marine. The New England ship yards, too, are still building a type of very large sailing vessels, one of them a six-masted schooner, the largest that has ever been constructed. In the handling of that class of freight which depends more upon economy of movement than promptness of delivery, these vessels will have a distinct field of usefulness.

Since the opening of Alaska the Pacific coast has received a decided impetus in ship building. The Risdon Iron Works of San Francisco has engaged in general ship building. They are equipping a plant of sufficient capacity to build the largest type of ships. The Wolff & Zwicker Iron Works of Portland, Ore., is contemplating the erection of a ship building plant at St. John's. At the Union

Iron Works, San Francisco, additions and improvements of considerable importance have been made of late and the same is true in a proportionate degree of the smaller works. The development of trade with the orient will make the Pacific coast an important center in ship building. Of that there are sufficient signs already.

The approximate value of vessels built in ship yards of the great lakes during the past year is \$10,500,000. Nearly all of these vessels are steel freight steamers of 450 to 500 feet in length and of 7,000 to 8,000 net tons capacity, equipped with quadruple expansion engines of 1,800 to 3,000 horse power and in most cases with water tube boilers. The year has, of course, been one of the most prosperous in the history of lake ship building on account of the boom in iron and steel lines. There are still a large number of ships under construction in the lake yards, some of them not to come out until the spring of 1901, and there is every reason to expect, in view of the profits assured to ship owners by reason of contracts made last fall, a renewal of orders that will give the yards nearly as much work for another winter as they have had in the past year. If the number of new ships ordered for lake trade should be limited, the difference will probably be made up in steel freight steamers of about 3,000 tons capacity to be built for both lake and Atlantic service—vessels suited to passage through the Canadian canals from the lakes to the seaboard. The canal type of steamer is about 255 feet over all, 42 feet beam and 26 feet moulded depth. About a dozen such vessels are now in commission on the lakes and they might be sent on

to the seaboard for coast service at any time. The few that have gone to the Atlantic have proven so successful in the trade to Porto Rico and down the United States coast that it is proposed to equip four others, now under construction at the works of the American Ship Building Co., for all kinds

of service on salt water as well as on the lakes. Companies are forming for the construction and operation of a very large fleet of steamers of this kind and it is expected that the lake builders will profit largely on this score.—*Blue Book of American Shipping.*

WHALES.

Whalebone, the real nature of which, like that of spermaceti, or ambergris, was in past times misunderstood. Whalebone has been confounded with whale's teeth; again, with whale's ribs; while Dr. Johnson's Dictionary, in the edition of 1818, defined whalebone as "the fin of a whale, cut and used in making stays." Whalebone, of course, has nothing to do with true teeth, but it is analogous to the horny so-called teeth of the ornithorhynchus. Whales, in fact, show the same tendency observable in other groups of the animal kingdom to the replacement of teeth by horny structures. Thus in birds the most archaic forms had teeth, but the birds of to-day have developed in their place the horny beak which characterizes them. The whalebone whales start in life with rudimentary teeth, which ultimately disappear on the appearance of the whalebone. The general character of whalebone resembles that of horns or hair. The color is black, or white, or brown. The place where the whalebone is formed is the roof of the mouth. The plates of whalebone are triangular in shape, the base of attachment being broader than the lower free extremity. The plates are attached by their broad bases to the roof of the mouth, and may be regarded as an exaggeration of the ridges,

often horny in character, which are found upon the roof of the mouth in all mammals. The plates are arranged in a direction transverse to the long axis of the mouth and are very numerous, as many as 370 having been counted. The blades are longest in the middle of this long series, and gradually diminish toward both ends of the mouth. The outer side of the blades that turn toward the lips is straight and hard, the inner side is frayed out into innumerable hair-like processes. Thus an exceedingly efficient straining apparatus is formed. It has been suggested that certain transverse lines upon the plates are annual rings. If this be true, the Greenland whale lives to an age of 900 years. The use of whalebone for ladies' stays, and formerly for the ribs of umbrellas, is well known. Less familiar is the fact that certain rich silks which stand for themselves owe some of their firmness to very thin shreds of whalebone incorporated with the silk threads. Whalebone is still a costly article. As late as 1897 its value was computed at \$10,000 per ton.

Let us sum up the conclusions reached in the author's first three chapters by answering the question, Why is a whale not a fish? A whale is a hot-blooded creature breathing by means of lungs which lie in the interior of the body in a

definite chest cavity, shut off from the rest of the cavity of the body (that which contains the intestines, liver, &c.,) by a largely muscular partition, the diaphragm. It has frequently vestiges of the hairs which cover the bodies of other mammals in the presence of a few scattered hairs in the neighborhood of the mouth. It brings forth its young alive, and suckles them with milk. The bones of the skull are precisely those of other mammals, and only differ slightly in their relative arrangement. No creature which has these characteristics is anything but a mammal. To determine, however, whereabouts in the long series of mammals the whale tribe should be intercalated is a matter which is at present beyond our knowledge.

The economic products of whales are the flesh, the bones, the whalebones and the oil derived from the blubber. We shall glance a little later at ambergris, which is a product of the Sperm whale only. The flesh of the Caaing whale, a Scottish term for "driving whale," (*Globicephalus metas*), is used by the inhabitants of the Orkneys for food, and that of various other whales is eaten, but it is not an article of general consumption. The bones, as well as the flesh, can be and are turned to account, in the case of stranded whales, for manure; and the ribs have been at various times and by different peoples used to build huts with. The oil of whales is derived from the blubber, which forms a thick coating immediately underlying the skin. There is also in many whales, especially in the Sperm whale, a certain amount of clear oil contained in the head, which is solid when cold, and is known as spermaceti. The use of whale oil is ancient. M. Pouchet tells

of a convent mentioned in the life of St. Philibert which had run short of oil. In answer to the prayers of the inmates, a large whale was found stranded the next day. This was in A.D. 684. M. Pouchet thinks that whales were more frequently stranded in old times than now, for the reason that, not being hunted, they were more numerous. Even now no season passes without the record of a few whales stranded upon the shores of Great Britain, and it is to this circumstance that knowledge of whales is largely due.

The date of the first active hunting of whales is disputed. Some say that the Basques were the earliest race to engage in the pursuit of whales as a commercial enterprise; others hold that the Norwegians were the pioneers in this branch of industry. It is clear that whaling was systematically practised in England as early as the year 1000. The American whale fishery began not later than the year 1614. At first the animals were pursued from the shore, and the island of Nantucket was the headquarters of the industry. Ultimately ships were fitted out for long voyages, and in 1790 a ship hailing from New Bedford doubled Cape Horn and inaugurated the Southern whale fishery. Fifteen years before that date there had been as many as three hundred vessels engaged in the industry, and by 1846 the total number of ships had increased to about seven hundred and thirty, representing an aggregate tonnage of 233,189 tons. The year last named seems to have represented the culmination of the whale trade in America. It is calculated that during the years 1853-72 nearly three hundred thousand whales were either captured or destroyed.

(To be continued.)

UNITED STATES LIFE SAVING SERVICE, 1898-99.

The annual report of the Hon. SUMNER I. KIMBALL, superintendent of the Life Saving Service, from which the following statistics are taken, is this year, as always, a most readable document, not only because its narratives of wreck and rescue appeal to the reader's sympathy, but because they are written from a minute knowledge of the facts and with due regard to literary effect, so that the impressions made on our imaginations by the voyages and shipwrecks of our early days are renewed. Mr. KIMBALL is to be congratulated on the brave work of the crews of 265 stations and on the brilliant word pictures his writers have painted of their contests with wind and waves.

The number of disasters to documented vessels within the field of station operations during the year was 428. There were on board these vessels 3,903 persons, 56 of whom were lost. The estimated value of the vessels was \$6,072,635 and that of their cargoes \$2,032,005, making the total value of property imperiled, \$8,104,640. Of this amount, \$6,261,900 was saved and \$1,842,740 lost. The number of vessels totally lost was 72.

In addition to the foregoing there were also 294 casualties to undocumented craft — sailboats, rowboats, etc.—carrying 671 persons, 7 of whom perished. The value of property involved in these instances is estimated at \$138,535, of which \$129,285 was saved and \$9,250 lost.

Seven hundred and fifty-one persons received succor at the stations, the number of days' relief furnished aggregating 1,460.

From the foregoing it appears that sixty-three lives were lost within the scope of the Service during the year, a larger number, with a single exception, than in any year during the last two decades. Forty-four persons perished in one district, embracing only the coast of Massachusetts, and one-

half of this number were on board vessels which were destroyed on islands and outlying rocks in the night when they could not be seen from the mainland, and the first knowledge of which was gained from wreckage coming ashore. In a word, this overwhelming loss of life on a coast long noted for frightful disasters was the result of a single stroke inflicted in the dark, which was so sudden that it could not be parried, and so powerful that its awful effects could not be mitigated. This almost unprecedented tempest wrought its direst effects between Gay Head and Point Allerton. Careful investigation of all the circumstances of each casualty shows that the station crews there were uniformly vigilant, brave, and efficient.

During the following February another extremely severe blizzard prevailed along the Atlantic coast from Texas to Massachusetts, but in marked contrast as to results with that of November, principally because its progress northward covered several days (the 8th to the 15th), and, therefore, afforded shipmasters ample warning and time to seek harbors of refuge. While it prevailed, however, the station crews rendered assistance to 28 vessels carrying 230 persons,

of whom none was lost. The exacting and dangerous labors of the surfmen were performed in all cases with skill and daring.

The record of the men on the Lakes is equally worthy of commendation. Disastrous tempests occurred on those waters during October and November, 1898, involving 28 vessels and 162 persons, of whom not one perished. Indeed, during the entire season only 3 persons were lost in 263 disasters on the Lakes, comprising craft of all descriptions.

On the Pacific coast there were lost within the scope of the Service only 13 lives during the entire year, and 11 of these were from a

small vessel which was capsized more than a mile from land and destroyed within ten minutes.

The results of disasters to vessels of all descriptions within the scope of the Service aggregate as follows :

Total number of disasters, 722; total value of property involved, \$8,243,175; total value of property saved, \$6,391,185; total value of property lost, \$1,851,990; total number of persons involved, 4,574; total number of persons lost, 63; total number of shipwrecked persons succored at stations, 751; total number of days' succor afforded, 1,460; number of vessels totally lost, 72.

THE SAILOR : GOD'S SCHOLAR ; AND THE SEA : GOD'S SCHOOL.

In 1873 Dr. Arthur T. Pierson preached a sermon on Ps. 107: 23-30, at the Metropolitan Tabernacle, London. He treated of the sailor as at school on the sea, learning a lesson about God in creation, in providence and in grace. The following is under his third head :

This Psalm gives us a final glimpse of the sailor in port. When a sailor gets into the harbor he is "glad because he is quiet," brought by the kindness of God "into the haven where he desires to be;" and now, how soon he forgets all that he has been through, however toilsome and troublesome, in the fact that his voyage is ended ! The storm passes from his memory when he gets into the quiet of the harbor—when he casts anchor within the narrows which shut out the tempestuous sea ; when he looks towards the land, and especially when going from the ship he steps once more on the shore and is at home ! Amidst friends, wife, children, parents, beloved ones—all that has

passed—the gale, the storm, the waves, the "reeling to and fro," the "staggering like a drunken man," even the awful extremity and terror of wreck—these are all forgotten in the praise that ascends to God for reunion with loved ones, when all the dangers and perils and sorrows of the voyage are left behind. Here is a picture of the final triumphs of grace.

I never read this passage in this Psalm without the words of Paul recurring to me, "Which things are an allegory." There is certainly something suggested in this poem besides the mere reference to the actual, literal sea. Is not this a picture of the voyage of human life ? We set out on life's

unknown sea, like a sailor, leaving the shore ; we come to the trials and troubles of life, like the sailor in the storm ; we come into the harbor of heaven, like the sailor in the port. Through the Word of God these matters seem to be frequently treated in their allegorical or figurative bearing. The sea represents the world, the ship the church, and the sailor the believing child of God ; and as it is important for the ship that it should move upon and in the water, but should not let the water get into the vessel, it is important to the church that, while necessarily in the world, it should not allow the world to get into the church ; for just as soon as the world gets into the church, then the ship is in danger of swamping and sinking.

And then, again, when you think of the church as a ship passing over the sea of life and bearing God's dear children within it, you remember how important it is that we should never lose sight of the heavenly guides. Somehow or other, there is nothing below the stars that goes exactly right, is there ? You may have your conscience for a compass, but even your conscience needs to be regulated by the Word of God, and the will of God as revealed in that Word, just as the variations of your compass must be corrected by your observation of the stars. When I see a seaman holding up his sextant and taking an observation to find out his latitude and longitude, I always say to myself, that sextant puts me in mind of the holy love that keeps up a communion between the human soul and God, and enables the heavenly guides to be of service to me when otherwise I should have lost my bear-

ing, forgotten my latitude and longitude, and been, perhaps, in danger of drifting upon some hidden rock of temptation and being spiritually wrecked.

Thus this Psalm does not dismiss us without practical lessons ; and I pray you now to fix in your thought two or three things that these inspired words suggest to our minds. In the first place there is need that you and I should have a new nature if we are going to be citizens of the kingdom of heaven. " Except a man be born again,"—born from above—he can neither " see " nor enter " the kingdom of God." The sailor knows that no fish can live out of the sea ; put it into the air and it dies ; but the bird lives and thrives in that same atmosphere which suffocates the fish. Every animal has its " element," lives in its element, and is adapted only to its element. So, only a believing soul can live in a heavenly atmosphere. " Except a man be born again he cannot see the kingdom of God." In Christ's parables the sea represents the world, and the fish the people that are in the world ; but how often in the Bible heaven is represented by the pure atmosphere of the sky, and holy souls, by the birds that fly, soaring and singing through the air. No fish could live or fly in the air, unless it be first changed to a bird ; neither can a worldly soul either see or know the life of godliness and bliss of holiness until that worldly soul is exchanged for the new nature that is in Christ. There is a very curious fact to which, perhaps, your attention may not have been called : that nature has a way of transforming some animals that live in the water so that they can live in the air. There is a grub that begins to live down at the bottom of

the pool, in the mud ; but there comes a time when that grub begins to make its way upward through the heart of a water plant; it rises further and further until it comes to where the upper leaves of the plant rise out of the water, and then this strange animal, coming to the surface of the water, suddenly unfolds its wings and flies through the air. Its nature is changed—the very conditions of its life and being—so that what once lived down at the bottom of the pool, in the mud, can now soar in the air of heaven and bask in the sunshine. Is not that just what God does when He takes the soul that has been living down at the bottom of a pool, in the mud, and gives it a new nature, by which it has wings to soar like a bird toward heaven and live in the sunshine of God ?

A second lesson suggested by this Psalm is that there is a " Peace that passeth all understanding " which the believer may experience even in the midst of greatest trials and troubles. When the tempest and tornado sweep over the ocean only the surface is disturbed a few feet down ; what is called " the cushion of the sea," down below this, has never been disturbed from the foundation of the world except so far as it heaves every day under the influence of the attraction of the sun and moon. The cushion of the sea ! How it tells us of depths in the human soul that need never be disturbed if there be unshaken confidence in God ! Jesus says to us, " Why are ye fearful, O ye of little faith ! " " Wherefore didst thou doubt ? " It is natural and inevitable that we should be in trouble, but it is not God's will that trouble should ever be in us ; that is a very different thing. It is His pleasure

that we should have a peace that is beyond understanding, like the cushion of the sea, so that when cares perplex us they shall disturb only the surface of our being, and we shall so carry them all to the Lord in humble supplication as to learn what He means when he says " Be careful for nothing ! " If we cast our burden upon the shoulders that bear the universe, we may go back from the place of secret prayer restful and calm, so that we shall be able to say that, though there is a tumult that disturbs the surface of our lives, there are depths that even the severest storms never ruffle.

Then, again, as it is necessary for the seaman always to keep in contact with the heavens, how necessary it is for the disciple never to lose sight of his heavenly guide ! I had a suggestive experience in coming over in the *Umbria* last October. We were within a few hundred miles of the Irish coast, where it was somewhat dangerous to proceed without a knowledge of our exact latitude and longitude ; and we were in the midst of that terrific storm that wrecked the *Roumania* on the coast of Spain. In the midst of the driving wind and tempest and fog, suddenly one day just after we had with the sextant, at a golden moment of opportunity, taken an observation of the heavens through a rift in the clouds, we passed a vessel on our leeward side and noticed a signal run up the mast. I said to captain Haines, with whom I happened to be acquainted, " What does that flag mean ? " He replied, " She is signalling, to know her bearings." She had lost her latitude and longitude, and wanted to know if we could give her the bearings. So immediately the *Umbria* ran up.

signals which indicated to her just where she was. I said to myself, "there is another lesson I never shall forget. How many poor storm-tossed souls in the ocean of life have lost their bearings and do not know where they are; of their spiritual latitude and longitude they are fearfully ignorant." What a blessed thing for a child of God who keeps in communion with God and never loses sight of the star; who even in the storm finds a rift in the cloud by which he can take a new observation and find out just where he is—what a blessed thing it is for a believer to be able to say to one of these perplexed and storm-tossed mariners, "Don't you know your position? I can give you your bearings; I can tell you just where you are. I know whom I have believed and am persuaded that He is able to keep that which I have committed unto Him against that day. I have had a blessed glimpse of the sun of righteousness; and I know where I am." Ah, for such daily and hourly communion with God, that if others have lost communion we may be able to show them how to take a new observation and get into contact with the stars; yes, with the very Sun of righteousness Himself! We ought to have such a witness for Christ as to be able to show every lost soul his true state, and tell every fellow sailor that is in need of help and guidance just how to find the way out of danger and into port.

One more word. I have in my hand the envelope of a letter. It will always teach me a lesson. At the time when the *Eider* was hopelessly wrecked on the shores of Britain, among the mail recovered from that vessel I received this letter from a friend in America. It bore the marks of its im-

mersion in the sea; the ink had run, the gum that held the envelope together had been dissolved and it had been refastened with the government seal, and on the outside was stamped the sentence "Saved from the wreck of the *Eider*." I said to myself, "I bear such a mark. Saved from the wreck of this world by the power of God, through Jesus Christ. A saved soul! I should have gone down hopelessly if Jesus had not come after me at the cost of His own life, if He had not launched and manned the life-boat that was the means of my rescue. Through all eternity I shall bear this stamp: Saved from wreck."

You who sail the sea and behold God's works and God's wonders in the deep, have you lost your reckoning? Have you had no communion with God? Have you, perhaps, witnessed the works and wonders of God and never yet seen the Creator? Have you been blind to the evidences of His design in the deep? Has not even the storm driven you in prayer to Him who alone can save? Come to Jesus Christ to-night! I have not sought merely to entertain you, but to preach the gospel of salvation. You can never live with God if you have not your nature changed, any more than the fish can live in the air. You are a poor, forlorn seaman if you have not your reckoning, and do not know how to keep your reckoning by keeping in connection with the Lord Jesus Christ. You are without pilot or rudder, if He has not His hand on the helm; you are without a chart, if you do not read your Bible; you are without a compass, if you have not a good conscience; you are without a sextant, if you have not the love of God; you are without an anchor, if you have

not a hope fixed on God. But if you belong to Christ, though you may yet go down in a storm at sea, there is nothing that can wreck your soul, there is nothing that can ruin your heavenly prospects; there is nothing that can prevent you from being finally saved. In some future voyage you may go down at sea; but though you never reach the earthly port, you cannot fail to reach the heavenly har-

bor. Then will you be glad, because you are at rest; then you will come into that haven where you desire to be, and friends that have gone before, and are waiting to welcome you to the eternal home, shall be there to greet you, and, better than all, the great Captain of your salvation, by whom you were saved from that worst of all wrecks—the loss of your own soul.

HAS YOUR SOUL AN ANCHOR?

Clipper ships are not as abundant in New York Harbor as they once were; and yesterday I looked with much interest at one which was coming up the bay from a voyage to the Pacific Ocean. The gallant ship rode bravely with furled canvas in the convoy of a steam tug, and at her bow swung her trusty anchor. It had done good service, and deserved its place of honor on her front. More than once, when the gale struck her in the open roadstead, or when off a shore the hurricane was making hideous music through her cordage, that anchor was unloosed, and running out with merry rattle of the chains it drove straight downwards to its resting place. Upon the bottom of the deep its flukes took brave hold, and while the ship strained on the cable above water the patient flukes stoutly held on below. As soon might she have attempted a voyage without a compass to guide her, or without canvas to impel her, as without an anchor to keep her from the devouring rocks or the deadly lee shore.

My friend, on your voyage to eternity has your soul any "anchor, sure and steadfast"? The Apostle Paul tells us what it is, and he knew all about it from his

own experience. It is the hope of Christ and the hold on Christ which is to the human soul what the anchor is to a ship. If you have it, you should use it in every hour of need.

1. You need this steadfast anchor to keep from drifting away into skepticism. The currents towards unbelief set with prodigious force in these days. The literature and science of the time are saturated with subtle scepticism; the only safeguard against practical infidelity is a living faith in a living Christ. The secret of so much veering about with every wind of false doctrine, and so many lapses into fatal error, is found in the sad lack of any Christ-faith in the inner heart. By that I mean a faith which knits the soul to Jesus Christ, and puts Him into the soul as an abiding presence and an almighty power. If you are a skeptic your only cure is to try Jesus Christ for yourself. Perhaps you profess to be a Christian, but are terribly assailed with doubts. I once heard a veteran Christian say "No skeptical books disturb me; for Jesus Christ has vanquished more doubts and difficulties in my heart than the most subtle infidel could suggest."

2. If you are not assailed with

doubts, you are certain to be assailed with troubles. No hurricane can strike a full-rigged ship more suddenly than storms of adversity may burst upon you ; they come, too, at an unexpected moment. Tempests burst upon a soul as tempests burst upon the sea, without an hour's warning. You may be struck "all aback;" may be stripped of many a topsail which ambition had hoisted on many a spar of prosperity ; you may be obliged to throw out much of your lading into the sea ; but if Jesus Christ is in your soul you cannot suffer wreck. The anchor, sure and steadfast, will hold you. When we see a good man beaten upon with heavy adversities and yet preserving a calm, courageous, cheerful spirit, we do not discover the secret of his serenity. We may wonder that he is "not moved as other men are." But the eye of God sees that there is an interior life hid with Christ in that good man's soul which no storm can touch or dislodge. When Martin Luther was struck with sudden tempests he used to sing the forty-sixth Psalm above the roar of the winds ; his anchor never dragged. Paul's answer to the assaults of men or devils was "I know whom I have believed." Those persecuted Apostles were wonderfully calm and composed and heroic men ; we never hear a whimper from them. In my long experience as a minister I have seen just such fast-anchored Christians —sometimes in a lowly room of poverty, sometimes under distressing sickness, sometimes under cruel injustice and unkindness, sometimes under desolating bereavements. O God ! Thou dost keep in perfect peace the soul that is stayed on Thee !

3. An anchor is equally need-

ful to keep you against the stealthy undercurrents of temptation. An unanchored ship may be lying on waters as smooth as glass, and yet before the master is aware his keel is on a rock ! The invisible tide bore him away so softly and so silently that he did not observe the motion. So are thousands of people—yes, and some professing Christians, too—carried on the rocks every week, not by gales of adversity, but by undercurrents of strong temptation. One man is slowly seduced into slavery to the bottle, or he feels the grip of sensual temptation, but takes no alarm till he strikes the rocks with a hideous rent of character. Here is a church-member who insensibly drifts into neglect of his Bible, neglect of prayer, and laxity of Sabbath observance. Another gets in an undercurrent of utter worldliness ; it swings him along slowly and surely till he has lost sight of his lighthouse ; he is aroused by no sudden shock, but when we look for him where he used to be, and where he ought to be, he is not there. The world got hold of him, and his anchor had no hold on Christ.

It is not strength of intellect that saves a man, or the most respectable surroundings, or orthodoxy of creed. He must have Christian principle or he is lost. No man is morally safe in business or safe in politics or safe in personal character when conscience cuts loose from God. He may float for a while, but it is a question of time how soon he shall go to the bottom. God never insures any one, not even in the church, who has refused to guide his course by the Bible compass, and to fasten his soul to Jesus Christ.

My friend, it is no dream of pious fancy and no delusion of a

devout imagination that I present to you when I exhort you to fasten your immortal soul to Jesus Christ. He is the "anchor, both sure and steadfast, and which entereth into that within the veil." This anchor reaches into eternity. The cable of Christ's love will not only keep you steadfast through life's storms, and through its treacherous undercurrents, but will advance you heavenward. The refusal of Jesus Christ means the shipwreck of your immortal soul. Fasten in faith your weakness to His strength, your sinful heart to His cleansing grace, yourself to His infinite power, and you are saved. If you reach heaven, my friend, you will give all the glory, not to your own skill, or your own seamanship, but to Him whose atoning blood purchased your redemption, and whose mighty arm of love brought you into the heavenly port. To-day Christ may be yours! To-morrow may be too late. Lay hold on Jesus now.—

*Rev. Theodore L. Cuyler, D.D., in
The Sunday Magazine.*

In Great Peril.

When the drifting ship *Dunbar* went ashore in the Gap, near to Sydney harbor, all but one on board were lost.

The survivor had a terrible experience. He was carried on the crest of a wave which, after it reached the shore, left him in a hollow place, high up in the face of the rock.

He lay there throughout that dreadful night and all the succeeding day, doubtless expecting every moment to be washed from his place of refuge.

It was not until the morning of the second day that the man was

discovered by some people who came to view the scene of the disaster, and means were quickly taken for his rescue. A young man was found who volunteered to let himself down by a rope, and thus succeeded in saving the half-dead seaman.

The position of those without Christ as their Saviour is as perilous as, and infinitely more serious than, that in which the poor sailor was placed; for whereas he was in peril of losing the life of his body, they are in the greater peril of losing their own soul. Each returning wave of time may lift them into eternity. "There is but a step between me and death." (1 Sam. xx. 3)

"It is appointed unto men once to die." (Heb. ix. 27.) There is no gainsaying this scripture. It was brought before an infidel who was vaunting his unbelief in anything the Bible contained, but he was compelled to own the truth of that.

"But after this the judgment," is just as certain. Death for the sinner is the prelude to judgment. Then, if never before, God and he must meet.

Friend, have you had to do with Him about your sins? If so, having life and blessing in a once crucified and now living Saviour, you may say

Death and judgment are behind me,
Grace and glory are before.

Thank God if you can.—A. B.,
in *Scattered Seed.*

A terrible drama: Act 1. Before the bar of the saloon. Act 2. Before the bar of the court. Act 3. Before the bar of the prison. Act 4. Before the bar of God.

WORK AMONG SEAMEN.

CORRESPONDENCE, REPORTS, &c.

At Stations on the Foreign Field.

Italy.

GENOA.

Extracts from the twenty-seventh report of the Genoa Harbor Mission:

If the work of the year on which we have to report is to be estimated by statistics, our readers must be prepared for a measure of disappointment. The total attendance of English-speaking sailors during the past twelve months was 11,734; whereas the year before it was 13,189. The diminution, however, is to a great extent accounted for by these two facts, first, that owing to the commercial and industrial development in Italy, and the subsidies given to the Italian mercantile marine, a considerable portion of the trade, especially in coal, hitherto almost monopolized by British ships, has, during the past year, been taken up by Italian vessels,—many of them old British ships—now owned by Italians, so that in 1899 we had only 881 ships under the British flag as against 978 in 1898, with a decrease in the aggregate of their crews of 2,151, while the number of foreigners in these crews has been greater than ever; and secondly, that many who might have spent the evening in our reading rooms when we had no meeting in the Mission Hall, were drawn away to the concerts given by the Church of England and the Roman Catholic missions.

It is gratifying, however, to note that there has been no decrease in the attendance at our religious services. On the contrary, notwithstanding the smaller number of men in port, these have drawn larger audiences than the year before. That is well. But while we are grateful to God for any increase in the number of those who come to join in His worship and hear the preaching of His Word, we shall not be satisfied till that increase is very much larger. Were it not for the sad indifference towards spiritual things, which prevails as much among sailors as among other classes of men, it might easily be more than doubled.

Visitors frequently express their surprise when they happen to be present at a fairly well attended religious meeting. Many of our seafaring friends themselves express astonishment at what they regard as "splendid gatherings." A captain re-

cently said to the writer: "I have been at many such missions, but yours seems to me the most popular of them all." If that be so, it only makes it all the more sad that so small a proportion of our sailors attend religious services. We often urge on those who do attend the duty of doing what they can to induce their shipmates to come with them, and of otherwise acting as missionaries on board ship. Much good might be done if those who are on the Lord's side would realize their obligations to Him in this respect.

Our Tuesday evening meetings have been very well attended during the past year. The gospel address is generally followed by a temperance tale or other moral subject with magic lantern illustrations, and though the majority of the men who attend are of the steady and serious class, it not unfrequently happens that others are induced to come who are not in the habit of attending religious meetings, and it is gratifying to see them showing their interest and appreciation by sitting quietly to the close of the service, and sometimes by asking to be allowed to sign the temperance pledge.

The social entertainments on Friday evening have not been so numerously attended as in years gone by. The concerts now so prevalent may partly account for that, as well as for the smaller number of men who have spent their evenings in our reading rooms. However that may be, the shore friends of the mission, both ladies and gentlemen, continue with devoted perseverance to make these entertainments both interesting and elevating. We tender to them all, and very specially to our faithful friend Mr. DUNN, our warmest thanks. The customary supper and entertainment on New Year's night was a great success.

Three weeks afterwards, some seventy men who were gathered in the mission hall, full of regret that they had not been in port to enjoy the New Year's "treat," were greatly surprised to find that the ladies had arranged to compensate their loss by presenting each with a woolen muffler, a vest, a pair of socks or mittens, the gift of kind friends in Scotland, to whom a hearty vote of thanks was awarded.

The sailors have again this year shown their gratitude for what the mission does

for their welfare by contributing liberally towards its support. The total of their contributions, 3,608 Lire (about £133), is slightly under that of last year; but, taking into consideration the small number of ships, it marks an increased liberality.

The writer takes this opportunity of expressing his deep sense of indebtedness to the ministers who filled his place during his prolonged absence, namely, Rev. JOHN JAMESON, late of Madrid, Rev. JAMES PAUL, of Lochlee, Rev. D. A. MACKINNON, of Marykirk, and Rev. D. D. ORMOND, of Stirling, through whose faithful services, coupled with the persevering labors of our worthy missionary, Capt. CLUCAS, the work of the mission was carried on uninterruptedly and satisfactorily.

Statistics of work among English-speaking sailors:

Visits to ships, 1,620; tracts, magazines and illustrated papers distributed, 2,910; parcels of reading material placed on board, 200; attendance at religious services in chapel and at Sailors' Rest, 4,261, at social entertainments, 3,077; sailors in reading room at other times, 4,386; letters received, written and posted, 4,201; temperance pledges signed, 32; visits to hospital, including Sunday services, 34.

Among Scandinavian sailors:

Visit to ships, 176; attendance at Bible meetings, 254, at Christmas entertainment, 180; sailors in reading room at other times, 1,391; letters written, 447; visits to the hospital, 75; distribution of parcels with newspapers, 109, Bibles, 6, Testaments, 170, tracts, 1,347.

A few extracts from captain CLUCAS' journal:

Tuesday, June 27, 1899. The gospel meeting was attended by thirty-six men. After the service a magic lantern lecture was given, subject, "Buy you own Cherries." Before the lecture was closed, a plate of cherries was handed to each man, which took them by surprise and helped to impress on them the moral which this excellent temperance narrative teaches.

Sunday, July 16. On my rounds today I was struck with the very different types of shipmasters I met. One came willingly with me to the morning service. Another refused even to give leave to any of the fifteen men of his crew who wished to come to the Rest. A third, when asked if he would allow his men to accompany me, said "As many as wish to go, and if they want to get drunk, let them commence at once." The service

was much enjoyed by the forty decent fellows who attended.

Tuesday, July 25. I went round the ships inviting the men to our usual gospel service, but found that they were being invited at the same time to a concert at the Roman Catholic Mission Rooms, where I am told Marsala wine is served round. And so our work grows more and more difficult. Only fifteen men came to our meeting, and we did our best to instruct them in spiritual things, and induce them to live a sober, godly life.

Sunday, September 24. This evening Mr. MILLER conducted service, having returned yesterday, after an absence of seventeen months in search of health. There was a good audience, and we were all pleased to see Mr. and Mrs. MILLER among us once more.

Tuesday, October 3. Visited as many ships as my strength would permit. About forty men came to the gospel meeting, and it was a pleasing sight to see how attentively they listened to Mr. MILLER's discourse on the Prodigal Son.

Sunday, October 15. Nine seamen came to the forenoon service, some of whom remained to communion. The steam launch was of good service this evening, bringing to the meeting not only sailors from the British ships, but also thirty missionaries from the German Lloyd steamer. After Mr. MILLER's sermon two of the missionaries gave short addresses, which were very much appreciated.

Tuesday, December 19. My visits to the ships were made under trying circumstances. A strong cold wind was blowing and coal dust flying in clouds, and I wondered whether it was right to ask the men to leave their ships on such a night. But knowing that some care little for the weather, I went on with my work, and was rewarded by seeing thirty-eight seamen turn out to our meeting. They all seemed to enjoy the two hours they spent in listening to what was said about the benefits of a sober and godly life.

Sunday, December 31. Heavy rain prevented me visiting more than four ships to-day, but as the weather improved in the evening we had the satisfaction of seeing over seventy men assembled to hear the Word. The service was appropriate to the last night of the year. Afterwards we held a Watch Night service from 11 to 12, at which forty-five seamen were present. After giving all hands a cup of tea, I took them back to their ships. This ends the year 1899, and in taking a retrospect, we feel that we have cause to thank God and take courage.

He has been with us in the past, and He will be with us still.

Friday, February 2, 1900. The night being very wet and stormy, the attendance was smaller than usual, but we were pleased to see a number of engineers and officers present.

Tuesday, February 13. Among the forty-seven men at our gospel meeting tonight there were several officers and engineers who had last Sunday attended both forenoon and evening services. After speaking on the subject of No Condemnation to them who are in Christ Jesus, I gave them a magic lantern lecture on Homes without Hands. We have reason to believe that some of the men present have got good since coming to port.

Sunday, March 11. Visited the ships as usual, and distributed reading matter. It needs grace and patience to go from ship to ship and hear the same excuses, "No, don't care to go," "It won't do me any good," "I am as good as those who go," "I can be a Christian without going to church." The forty-one men who came to the evening service heard a faithful discourse on our Lord's words, "Strive to enter in at the strait gate." God knows the results of our work, but

we believe that we neither work in vain nor spend our strength for naught.

Tuesday, March 13. We had a very good meeting this evening, forty-seven being present. A shipmaster told me that he had got good from our mission. He had been able to give up both drinking and swearing. Other such cases have come to our knowledge, but there are doubtless many that are known only to the Lord. As a rule seamen are very reticent about spiritual things.

Tuesday, April 3. When visiting the ships to-day and inviting the men to our gospel meeting, some asked if it were a concert, as they only wanted amusement; others excused themselves on the ground of being too tired, having been hard at work all day. Only thirteen came to the meeting. I say only thirteen, but what a pleasure it would be to many a missionary to see so many on a week night after their day's work coming to hear the gospel! We have had such good attendances at our Tuesday evening meetings that we think it strange when there are only thirteen. Though few, they were thoroughly appreciative, and listened most attentively both to the gospel address and to "Jessica's first prayer," illustrated by the magic lantern.

At Ports in the United States.

New York.

NAVY YARD.

The Rev. G. B. CUTLER writes on July 1:

The attendance at the services the past month has been very large, except the three or four last meetings of the month, when, owing to heavy drafts of men the attendance was somewhat less. Very many young men and boys under twenty-one years of age have been enlisting the past month. Over seventy men asked for and received Testaments, besides those who received them at our suggestion. I made four visits to the Naval Hospital during the month, a number of calls at the Marine Barracks, and conducted three services at the Sailors' Home in New York.

In view of my resignation I have been surprised at the regrets expressed on the part of many, and my heart has been deeply touched by the kind words spoken in approval of our work, and the unselfish devotion of the AMERICAN SEAMEN'S FRIEND SOCIETY in behalf of naval seamen

at this station. The kind words of Admiral PHILIP, Capt. TAYLOR and other officers as they expressed their regret that we should be called to sever our connection with men under their care, almost led us to ask "have we made any mistake?" Our daily prayers shall go out in behalf of this work among our blue jackets till they shall be taught no more the art of war.

"*Mr Cutler:* True to my promise I write you these few lines. I am glad to tell you that I am well in body and mind. The Lord has been very good to me; He has given me more opportunity than many others, for which I feel a thousand times grateful, but altogether unworthy. I am not a fatalist, but I believe that God has put me here. The four years of evil life I have had have been the greatest failure of all my past, in fact I have been tacking against the wind and drifted back farther and farther till I soon would have drifted on a lee shore.

"A sailor seems to be a peculiar being. I have found everything on shore too awkward and myself in the wrong latitude. Every time a sailor is out of place

on shore and a landsman is out of place on board ship. We have a lot of landsmen on board and they are taking leave one by one. Of course there are hardships in the navy and some of them come pretty heavy on people not used to hardships, but we will make allowance for the small percentage of praying men that have faith in God; indeed there is less of them on board the —— than any ship I came across inside or outside the navy. As a matter of fact the greater part are neither men nor boys, and the motives of their coming into the navy, I am led to believe, were anything but the principle of duty to God and fellow men and His will first, last and all the time. The comfort of the salvation of Jesus Christ is sweeter and greater than anything that can be enjoyed for money.

"I love to think of our late brother Wood, beloved as he was. I was in Gothenburg in January of the present year when the news was broken to me by chaplain NIELSON of the AMERICAN SEAMEN'S FRIEND SOCIETY. I could hardly bring myself to realize it. I wanted to go to the Cob Deck and see for myself. Well, I am convinced that God laid him to rest. I dreamed one night I was in some cemetery looking for his resting place, and as I wandered round I discovered a lonely place and an angel was hovering over there as a guard and pointing his finger to the ground. I saw I was near a hallowed spot and it filled my heart with intense joy to know that I should meet him in the morning we Christians are all looking for. I have one treasure that I value more than anything else I have got; it is a New Testament he gave me. On the last leaf of the back of the book is printed the following:

"*Dear friend: I am an old man-o'-war's man and my life-work is among the men of the sea, endeavoring to make them better men, God-fearing, Christian men. I want you to feel that wherever you are, on land and sea, that I am your steadfast friend, and whenever you need a friend or a favor I am always at your command. Anything I can do for you in any way, do not hesitate to call upon me. Write often when in foreign lands, and when at this Yard attend our meetings in this hall. God bless and save you.*"

"That volume is the dearest of all my possessions. I never could travel without it; I never could retire or rise without it; it keeps my memory fresh with that fragrant religion J. M. Wood possessed; it was always fresh, like a newly

plucked rose. Why, Mr. CUTLER, I may weary you by this long writing. I will bring it to an end, and praying that God may bless your labor on the Cob Dock as time goes by. Any religious reading matter would be very highly appreciated. I have seen none since I came here. I myself need the prayers of the Seamen's Friend Society, and I know right there I have a strong backing. God bless you."

Virginia.

NORFOLK.

The Rev. J. B. MERRITT writes on June 80:

The Bethel has been well attended and interest has been manifested at every service. Perhaps some of the best work has been done on week days when only a single sailor has come to consult on some matter of business, and that attended to we have talked and prayed together and found the Saviour present to bless and strengthen for the duties of life. Our people manifest more interest in the Bethel work than I have seen before.

Number of American ships in port since last statement, 189, all others, 19; religious services held in chapel, 39, elsewhere, 3; average attendance of seamen at religious services, 20, of others, 4; religious visits to hospitals, 91, on ships, 158; Bibles and Testaments distributed, 24, tracts, &c., 16,000 pages; food has been furnished 175 men; 58 have been provided with lodgings, and 2 pairs of shoes and 16 pieces of clothing have been given to destitute men.

Alabama.

MOBILE.

The Rev. R. A. MICKLE writes on June 5:

Number of American ships in port since last statement, 23, all others, 66; religious services held in chapel, 8, in hospital, 7; average attendance of seamen at religious services, 9, of others, 7; visits to hospital, 8, on ships, 93, in boarding houses, 35; Testaments distributed, 9, very many magazines, some tracts and SAILORS' MAGAZINES.

The work of the month has been encouraging. The event of greatest importance has been the hopeful conversion of a sailor slowly but surely dying of consumption. From a state of hardened in-

difference he has been brought to accept Christ as his Saviour, and now seems prepared to die in peace. As usual, clothing and food have been furnished to the needy. The chaplain has written letters home for some of the sailors, and answers have been received. One sailor on leaving most impressively gave his blessing and best wishes to the chaplain and his work. There was no little encouragement in this.

The King's Daughters keep up their habit of sending comfort bags and flowers. Numerous magazines have been sent in; several copies of the *Coast Seamen's Journal*, published at San Francisco, are being sent regularly to our reading room by the proprietors. The monthly entertainment was enjoyable, and besides sailors there were some captains and their wives present. There was a grand flower exhibition, horse show and county fair all combined, gotten up by ladies for benevolent purposes, and the Bethel is to get one-third of the proceeds. It was estimated that about 7,500 persons were on the grounds, and it was a great success. The Elks gave the Bethel \$25, and also sent magazines and papers. Ladies sent cake, lemons and flowers by the chaplain twice during the month. The Bethel Auxiliary is gaining in popularity and increasing in usefulness. Between fifteen and twenty new members have been added to this society. The new Seamen's Home has its walls up ten or twelve feet and the work on the first part will be completed at an early day. Words cannot express the chaplain's gratitude to the AMERICAN SEAMEN'S FRIEND SOCIETY for their help in sustaining this worthy cause. For all this we thank God and take courage.

Washington.

TACOMA.

The Rev. R. S. STUBBS writes on June 2:

I find it difficult to tabulate fully our labors, they are so multifarious; boarding house, hospital and cottage visitation, collecting reading matter, circulating tracts and books and supplying deep-water ships and steamers with packages of reading, prayer meetings three times weekly at the Bethel and hospital, preaching services twice and sometimes three times weekly, holding services on shipboard on Sunday mornings when

permitted, personal conversations with members of ships' crews, ministering at the bedside of the sick and suffering, helping to sustain a flower mission in the hospital, writing letters, attending funerals; these and other services which are recognized as duties by all the faithful chaplains of the AMERICAN SEAMEN'S FRIEND SOCIETY, have filled up the hours of our busy lives during the past year, in which labors we have been greatly cheered in leading precious souls to the Friend and Saviour of sinners and in personally praying with the dear lads as they have called to say farewell. Strength and health have been vouchsafed to Mrs. STUBBS and myself, so that our work has been uninterrupted.

Quite a number of seamen have testified to their faith in the atoning blood and have gone to sea new creatures in Christ Jesus. During the past two months we have rejoiced exceedingly to see eight seamen kneeling seeking forgiveness, several of them came out very clearly; one was a Roman Catholic, a very steady man and a petty officer on board one of the largest ships that have visited this port.

During the year just closed our president, Mr. ALEXANDER BAILLIE, of the firm of BALFOUR & GUTHRIE, one of the largest shipping firms in the world, had recognized the need of an Institute in connection with our Bethel, and furnished means to fit up suitable apartments for the purposes of such an institution, and on the opening of the present year the place was successfully opened and entered upon its career of usefulness, and on each Friday evening concerts and sociables have been held and seamen have availed themselves of these opportunities with manifest gratitude. In our estimation these occasions are Bethel family gatherings, and our neighbors and their sons and daughters attend and contribute by their presence and contributions, musical, vocal and floral, by recitations, stereopticon views, coffee and cake, to make the evening a pleasant and profitable one. Mr. H. P. HANSON, Prof. MORTE PARSONS, Miss BESSIE WADE, Mrs. C. BEDFORD, Miss PUTNAM, our organist, Mrs. HANSON and daughter NELLIE have been staunch in our work, both spiritual and social. The Y. P. S. C. E. of the First Congregational, First Presbyterian, Emanuel Presbyterian Church, and the Christian Church have generously helped to cheer our seafaring parishioners.

In our humble way we had access to

over 3,000 souls during the past twelve months, and probably not less than 2,000 have availed themselves of the comforts and facilities of our reading room and Institute; we have addressed over 500 persons at our hospital meetings, at which we have been seconded by the house physician, Dr. McCUTCHEON, and his estimable wife, and we have been greatly helped by Miss FLORENCE FULLER, as organist, and Mrs. FULLER, bearing floral offerings to refresh the heart of the weary and feeble patients.

During the past two weeks eight seamen have professed their submission to the Lord, and we have been greatly comforted by the testimonies we have heard from their lips.

Our meetings on Sundays on ships have been seasons of trial and triumph in the Lord. We have disbursed millions of pages of wholesome literature and tracts, and copies of the Scriptures from the American Bible Society in several languages have been donated to grateful recipients of different nationalities.

During the past quarter the opening of our Seamen's Institute has added to our labors and usefulness, and the crews of ships have gratefully acknowledged their appreciation of the kind offices of their friends on shore. Altogether the past quarter has been very richly crowned with blessings and spiritual triumphs that have redounded to the good of seamen, and we humbly believe to the glory of God. Blessed be His holy name.

SEATTLE.

The Rev. THOMAS REES writes on May 30:

I have not been very well myself, but the work has gone along quietly. Our meetings have been wonderfully well attended, although there has been a larger number going to Nome. We have had the best meetings I ever saw, two hundred to a meeting. We are having twenty vessels a month, all American, chiefly steamers.

The Planets for August, 1900.

MERCURY will be visible in the east before sunrise at the middle of the month.

VENUS will be a very fine object in the morning sky; greatest brilliancy August 14.

MARS will be visible in the morning; will not be conspicuous.

JUPITER will be visible in the south and south-west the first half of the night.

SATURN in the south and south-west during most of the night.

Princeton.

T. R.

Sailors' Home, New York.

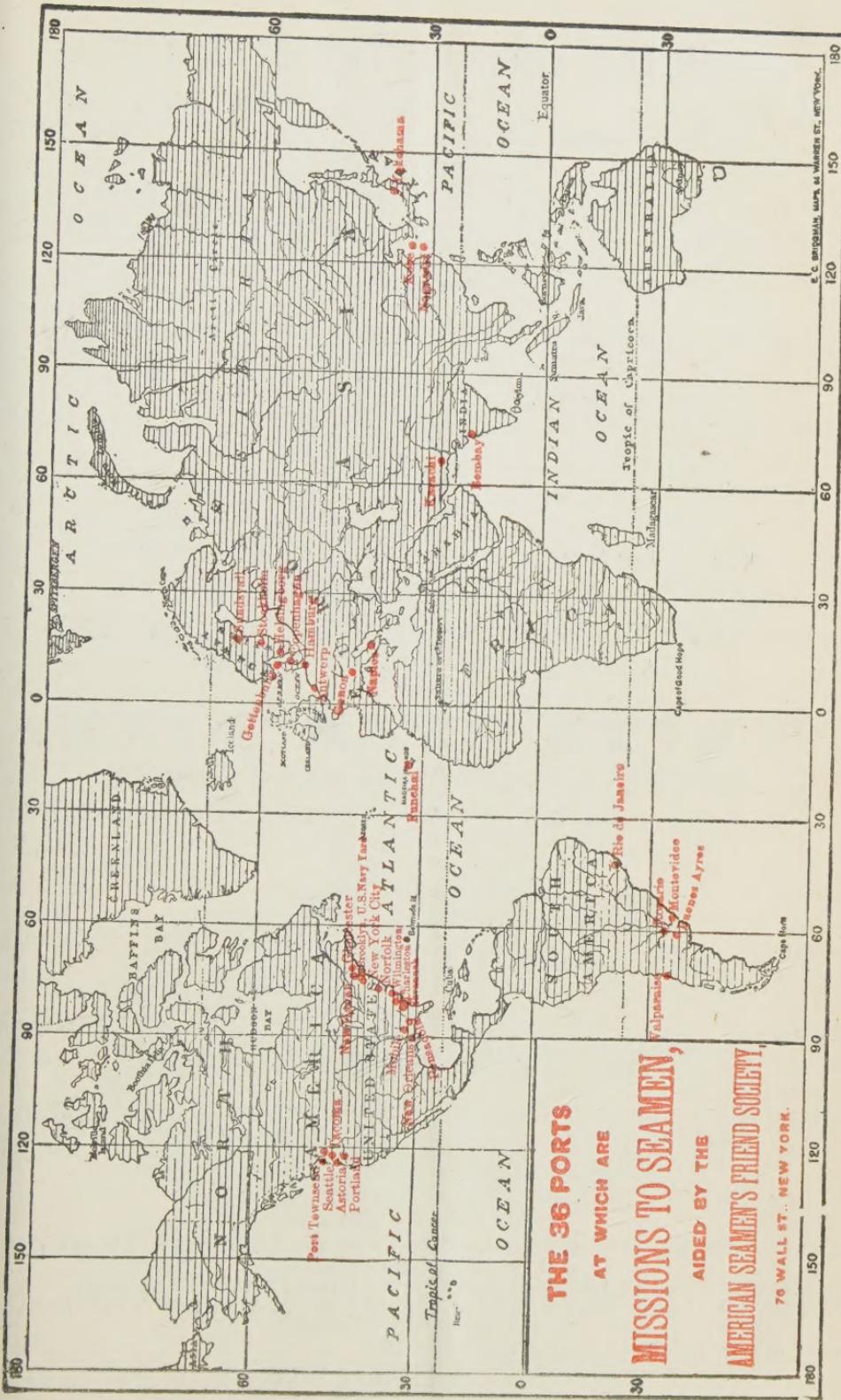
190 CHERRY STREET.

Reported by Capt. H. O. Appleby, Lessee, for the month of

JUNE, 1900.

Total arrivals	76
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Receipts for June, 1900.	
MASSACHUSETTS.	
Springfield, First Congregational Ch.	\$10 00
CONNECTICUT.	
Bridgeport, E. W. Marsh.....	20 00
Derby, First Congregational Church.	6 85
West Hartford, Congregational Sunday School, for library.....	20 00
NEW YORK.	
New York City, collections from the steamers of the White Star line, received per E. J. Adams.....	137 50
Collections from the steamers of the International Navigation Co.'s lines, received per H. G. Phillips, cashier.....	116 39
A friend, of which for aid to shipwrecked and destitute seamen, \$100.....	200 00
Theophilus A. Brouwer	25 00
Afternoon School of the Seventh Presbyterian Church, for a "Minature Bethel Loan Library"....	20 00
A friend, for a memorial library to C. G.	20 00
Robert Jaffray	10 00
Gerard Beekman	10 00
Walter T. Miller	5 00
Northport, M. L. Roberts, of which for loan library, \$20.....	50 00
NEW JERSEY.	
East Orange, M. L. P., for memorial libraries, one being for Mr. Robert Peel and one for Charlotte B. Baldwin	40 00
Franklin Park, Reformed Church of Six Mile Run	11 20
Newark, Third Presbyterian Church, of which M. F. Sayre, for a loan library, \$20.....	89 51
INDIANA.	
Rockville, Mrs. Margaret D. Rice, a "72nd Anniversary" gift.....	1 00
	\$792 45



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NEW YORK and

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NEW YORK EVERY WEDNESDAY.

SOUTHAMPTON EVERY SATURDAY.

NEW YORK EVERY WEDNESDAY.

ANTWERP EVERY SATURDAY.

FLEET.

		Tonnage			Tonnage
ST. LOUIS	Twin Screw	-	11,629	ARAGONIA	-
ST. PAUL	" "	-	11,629	NOORDLAND	-
NEW YORK	" "	-	10,803	WAESLAND	-
PARIS	" "	-	10,795	PENNLAND	-
KENSINGTON	" "	-	8,669	BELGENLAND	-
SOUTHWARK	" "	-	8,607	RHYNLAND	-
FRIESLAND	" "	-	7,116	NEDERLAND	-
WESTERNLAND	" "	-	5,736	SWITZERLAND	-

BUILDING.

		Tonnage			Tonnage
VADERLAND	Twin Screw	-	12,000	MERION	-
ZEELAND	" "	-	12,000	(A STEAMER)	-
HAVERFORD	" "	-	10,000	(A STEAMER)	-

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17,274 tons.

"Majestic"

10,000 tons.

"Teutonic"

10,000 tons.

"Germanic"

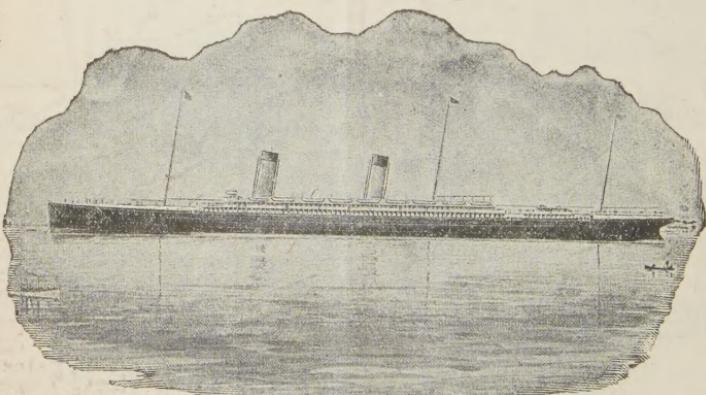
5,065 tons.

"Britannic"

5,004 tons.

"Cymric"

12,647 tons.



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LIST OF MISSIONARIES AIDED BY THE SOCIETY.

en: Helsingborg.....	K. I. Berg.
Stockholm.....	J. T. Hedstrom.
Sundsvall.....	Rev. E. Eriksson.
Gottengburg.....	Christian Nielsen.
nark: Copenhagen.....	Rev. A. Wollesen.
nany: Hamburg.....	British and American Sailors' Institute, H. M. Sharpe.
um: Antwerp.....	Antwerp Seamen's Friend Society, Rev. J. Adams.
: Genoa.....	Genoa Harbor Mission, Rev. Donald Miller.
Naples.....	Naples Harbor Mission, Rev. T. Johnstone Irving.
: Bombay.....	Seamen's Rest, Rev. F. Wood, Superintendent.
Karachi.....	Rev. W. H. Dowling.
in: Yokohama.....	Rev. W. T. Austen.
Kobe.....	Rev. Edward Makeham.
Nagasaki.....	John Makins.
e: Valparaiso.....	Rev. Frank Thompson.
entine Republic: Buenos Ayres.....	Buenos Ayres Sailors' Home, G. L. Chamberlain.
Rosario.....	Rosario Sailors' Home and Mission, F. Ericsson.
guay: Montevideo.....	Montevideo Harbor Mission, Rev. G. P. Howard.
leira: Funchal.....	Mission to Sailors and Sailors' Rest, Rev. W. G. Smart.
sachusetts: Gloucester.....	Gloucester Fishermen's Institute, Rev. E. C. Charlton.
necticut: New Haven.....	Woman's Sea. Friend Soc'y of Connecticut, Rev. J. O. Bergh.
w York: Sailors' Home.....	Capt. Wm. Dollar.
Brooklyn U. S. Navy Yard.....	Rev. G. B. Cutler.
ginia: Norfolk.....	Norfolk Port Society, Rev. J. B. Merritt.
rth Carolina: Wilmington.....	Wilmington Port Society, Rev. M. A. Barber.
uth Carolina: Charleston.....	Charleston Port Society, Rev. P. A. Murray.
orida: Pensacola.....	Pensacola Port Society, Henry C. Cushman.
orgia: Savannah.....	Savannah Port Society, H. Iverson.
abama: Mobile.....	Mobile Port Society, Rev. R. A. Mickle.
xas: Galveston.....	Galveston Seamen's Friend Society, Rev. J. F. Sarner.
uisiana: New Orleans.....	New Orleans Port Society, James Sherrard.
regon: Portland.....	W. S. Fletcher.
Astoria.....	Rev. J. McCormac.
ashington: Tacoma.....	Tacoma Seamen's Friend Society, Rev. R. S. Stubbs.
Seattle.....	Seattle Seamen's Friend Society.
Port Townsend.....	Port Townsend Seamen's Friend Society, C. L. Terry.

DIRECTORY OF SAILORS' HOMES AND READING ROOMS.

Location.	Established by	Keepers,
ortsmouth, N. H., No. 104 Market St.....	Seamen's Aid Society.....	Rev. J. O. Cornish.
Boston, Mass., N. Sq. Mariners' House.....	Boston Seamen's Aid Society.....	Capt. J. P. Hatch.
Phineas Stowe Seamen's Home.....	Ladies' Bethel Soc'y, 8 N. Bennett St.....	George C. Smith.
East Boston, 120 Marginal St.....	Episcopal City Mission.....	James M. Battles, Supt.
New Bedford, Mass., 14 Bethel Court.....	Ladies' Branch N. B. P. S.....	E. Williams.
rovidence, R. I., 385 South Main St.....	Capt. H. C. Cousins, Supt.
New York, N. Y., 190 Cherry St.....	American Seamen's Friend Society.....	Capt. H. O. Appleby.
52 Market St.....	Epis. Missionary Society for Seamen.....	Daniel Montgomery.
Brooklyn, N. Y., 172 Carroll St.....	Scandinavian Sailors' Home.....	Capt. C. Ullenaars, Supt.
112 First Place.....	Finnish Lutheran Seamen's Home.....	Capt. R. S. Lippincott.
Philadelphia, Pa., 422 South Front St.....	
Baltimore, Md., 418 South Ann St.....	
1737 Thames St.....	Port Mission, Woman's Auxiliary.....	Mr. Christofferson.
Wilmington, N. C., Front and Dock Sts.....	Wilmington Port Society.....	Rev. P. A. Murray.
Charleston, S. C., 44 Market St.....	Ladies' Seamen's Friend Society.....	
Mobile, Ala.....	Ladies' Seamen's Friend Society.....	
New Orleans, La.....	New Orleans Seamen's Friend Soc'y.....	
San Francisco, Cal.....	San Francisco Sea. Friend Society.....	Capt. Melvin Staples.
New Haven, Conn.....	Ladies' Seamen's Friend Society.....	Rev. J. O. Bergh, Supt.

MARINERS' CHURCHES.

Location.	Aided by	Missionaries.
Portland, Me., Fort St., n. Custom House.....	Portland Seamen's Friend Society.....	Rev. G. Southworth.
Boston, Mass., 332 Hanover St.....	Baptist Bethel Society.....	" Jas. Rea. Ph. D.
Bethel, 287 Hanover St.....	Boston Seamen's Friend Society.....	" S. S. Nickerson.
Charlestown, 46 Water St.....	Episcopal City Mission.....	Mr. S. H. King.
East Boston Bethel.....	Methodist.....	Rev. L. B. Bates.
" 120 Marginal St.....	Episcopal City Mission.....	Rev. W. T. Crocker.
Gloucester, Mass., 6 Duncan St.....	Gloucester Fishermen's Institute.....	" E. C. Charlton.
New Bedford, Mass.....	New Bedford Port Society.....	" E. Williams.
New Haven Conn., Bethel, 61 Water St.....	Woman's Seamen's Friend Society.....	" John O. Bergh.
New York, N. Y., Catharine, c. Madison.....	New York Port Society.....	" Samuel Boutl.
128 Charlton St.....	Westside Branch.....	Mr. John McCormack.
34 Pike Street, E. R.....	Episcopal Missionary Society.....	Rev. A. R. Mansfield.
399 West Street, N. R.....	The Seamen's Christian Ass'n.....	" Stafford Wright.
341 West Street, N. R.....	Episcopal Missionary Society.....	" W. A. A. Gardner.
21 Coenties Slip.....	Finnish Lutheran Seamen's Church.....	" Isaac Maguire.
53 Beaver Street.....	American Seamen's Friend Society.....	" V. K. Durchman.
Brooklyn, N. Y., U. S. Navy Yard.....	Danish Ev. Luth. Seamen's Mission.....	" G. B. Cutler.
193 9th Street, near Third Avenue.....	Norwegian Luth. Seamen's Mission.....	" R. Andersen.
Scand., William St., near Richard.....	Presbyterian.....	" Jakob Bo.
Philadelphia, Penn., cor. Front & Union.....	Episcopal Miss. Ass'n for Seamen.....	" H. F. Lee.
N. W. cor. Front and Queen Sts.....	Baptist.....	" Geo. S. Gassner.
Front Street, above Navy Yard.....	Methodist.....	" W. Downey.
Washington Ave. and 3rd Street.....	" E. N. Harris.
Port Missionary, 1420 Chestnut St.....	Seamen's Union Bethel Society.....	" G. W. Heyde.
Baltimore, Md., Aliceanna & Bethel Sts.....	Port Mission.....	Mr. K. S. Willis.
815 South Broadway.....	Norfolk Seamen's Friend Society.....	Rev. J. B. Merritt.
Norfolk, Va., Sea. Bethel, 327 Main St.....	Wilmington Port Society.....	" M. A. Barber.
Wilmington, N. C.....	Charleston Port Society.....	" P. A. Murray.
Charleston, S. C., 44 & 46 Market St.....	American Seamen's Friend Society.....	" H. Iverson.
Savannah, Ga.....	" " "	Mr. Henry C. Cushman.
Pensacola, Fla.....	Galveston Seamen's Friend Society.....	Rev. R. A. Mickle.
Mobile, Ala., Church St., near Water.....	Presbyterian.....	" J. F. Sarner.
Galveston, Texas, 17th & Mechanic Sts.....	Mr. James Sherrard.
New Orleans, La., Fulton & Jackson Sts.....	San Francisco Port Society.....	Rev. J. Rowell.
San Francisco, Cal.....		

AMERICAN SEAMEN'S FRIEND SOCIETY.

76 Wall Street, New York.

ORGANIZED, MAY 1828.—INCORPORATED, APRIL, 1833.

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OBJECTS OF THE SOCIETY.

ARTICLE II, (of Constitution).—The object of this Society shall be to improve the social and moral condition of seamen, by uniting the efforts of the wise and good in their behalf; by promoting in every port Boarding Houses of good character, Savings' Banks, Register offices, Libraries, Museums, Reading Rooms, and Schools; and also the ministrations of the gospel, and other religious blessings.

CHAPLAINS.—See preceding page for list of missions and missionaries of this Society.

LOAN LIBRARIES.—On American vessels leaving the port of New York loan libraries are placed for the use of the officers and crews. Each library costs \$20 to the donor, contains 43 well selected books, and is returned and sent out again as long as it lasts. The donor of each library is informed when and where it goes, and the effort is made to secure for the donor a report of its usefulness. These libraries build up the mental, moral and religious life of seamen, and are often the means of their conversion. The whole number of new libraries sent out by the Society up to April 1, 1900, was 10,717. Calculating 12,672 reshipments, their 582,727 volumes have been accessible to 412,115 men. Sunday Schools and Church Societies (Y. P. S. C. E &c.) as well as individuals send these libraries to sea.

THE SAILORS' HOME, No. 190 Cherry Street, New York, is the property of this Society and is leased as a boarding house under careful restrictions. A missionary of the Society resides in the Home and in its comfortable chapel religious and temperance meetings are held every week. Shipwrecked and destitute seamen receive in it temporary aid.

A list of the Society's periodicals will be found on the second page of the cover of this Magazine.